

Boston AMSC

Challenge: North Shore Regional Cruise Ship Initiative.

Description: Carried through from the previous year, Sector Boston continues to work closely with the North Shore ports led by Salem. The initially scheduled Preventive Rad/Nuc Detection (PRND) exercise at North Shore was postponed until 2018 in favor of conducting a PRND exercise in Boston, in preparation for Sail Boston. Work on the deep draft berth was delayed due to delays in the shore side work of the power plant conversion to natural gas fuel. There is interest from the cruise ship fleets to make port calls in Salem and it is anticipated that as soon as the deep draft berth and attending shore side infrastructure is completed, the cruise ship traffic will begin in earnest. Sector Boston continued its support of Salem's significant Halloween observation, which is a month long event that culminates on Halloween eve and attracts visitors from around the world. Passenger vessels are used extensively to deliver patrons from Boston via water and the commuter trains run at capacity. Sector Boston will continue to support security efforts by providing on water security patrols, ferry boarding teams, and liaison officers to the Salem Police Department.

Recommendation: Sector Boston will continue to support and encourage a regional approach between North Shore maritime communities and include all harbormasters in training, planning and exercise initiatives related specifically to cruise ship security, nuclear detection/interdiction and active threats.

Headquarters (HQ) or Local Issue: Both

Challenge: Active Threat in the Marine Environment.

Description: While the Active Threat in the Marine Environment Concept of Operations (CONOPS) is tailored for an event within Boston Harbor, a significant concern is the possibility of such an event on a vessel offshore such as a Whale Watch cruise or on a commuter ferry far from shore such as the Plymouth to Provincetown run. In such an event, the response time alone could contribute to catastrophic results.

Recommendation: The PAG will continue to explore and promote passenger training opportunities to help minimize the impacts of an active shooter event on a passenger vessel. Additionally, the PAG will look at equipment solutions, such as first aid/trauma kits, that could help extend life expectancy for those injured during such an attack. Finally, the PAG will look at opportunities to exercise the CONOP in scenarios that further stress law enforcement capabilities and training, such as hostage scenarios and active shooter events on ferries well beyond the protection of law enforcement assets within Boston Harbor.

Headquarters or Local Issue: Local

Long Island Sound AMSC

Challenge: Deciphering Threat Reports.

Description: The current National Maritime Terrorism Threat Assessment (NMTTA-reference 15 SEPTEMBER 2017 – ICC-TERR-0018-17) is silent on cyber threats, UAS threats, and undersea cable threats despite those risk issues highlighted through frequent awareness bulletins. Also in “Key Findings”, every threat assessment is either “low” or “almost certainly low”, with mostly “high” or “moderate” confidence. When we share this national product, it raises questions among the port community on threat versus investment of risk management efforts. While the cyber threat is dynamic and has been at the forefront of discussion, the NMTTA causes port partners to pause and question the overall emphasis. Also, NMTTA raises question on what is truly the best investment of CG resources.

Recommendation: Revisit the NMTTA and subsequent messaging to the field on the overall maritime domain threat landscape.

Headquarters or Local Issue: HQ (CG-2)

Challenge: Port Security Grant Program (PSGP) review on cyber Investment Justifications.

Description: Lack of depth in field knowledge in properly assessing “cyber security (CS) PSGP grant review and evaluation”.

Recommendation: Prior to each annual PSGP local field review, either CG-Port Security Assessment (PSA) or LANT/PAC or Cyber Command (CYBERCOM) lead a national Cyber Security (CS) risk webinar briefing for all CG field and district Port Security Specialists (PSS's) that were involved in the FY17 PSGP local field review and scoring. Focus on the current assessment of specific/realistic CS risk as it relates to the Marine Transportation System (MTS), port infrastructure, and collateral Area Maritime Security Plan (AMSP) Transportation Security Incident (TSI) considerations. It might help set a relative baseline or “tone” on this difficult topic before the PSGP field review and evaluation process begins and before the all the deck level CS PSGP grant request scoring questions. CG-Office of Port and Facilities Compliance (FAC) and the Maritime Security Risk Analysis Model (MSRAM) staff perspective in that brief would also establish a common baseline of guidelines.

Headquarters or Local Issue: HQ

Challenge: National feedback on PSGP lessons learned.

Description: There continues to be a need for better national feedback for Area Maritime Security Committees (AMSCs) regarding PSGP lessons learned and National Review Panel (NRP) decisions. While broad themes for success like "regionalized projects" and "sustainment of current capabilities" have been emphasized, there is limited detail on such projects that have succeeded in the PSG program. Improved feedback would help identify commonalities for success, so the Captain of the Port (COTP)/Federal Maritime

Security Coordinator (FMSC) can better communicate those benchmarks prior to the next round of PSGP applications.

Recommendation: Either CG-FAC or LANT/PAC lead a national pre and post-PSGP round discussion of best practices, lessons learned, commonalities that the NRP identified for successful PSG investment strategies.

Headquarters or Local Issue: HQ: Need to engage PSA for historic perspective, as they are the lead office for the PSGP process.

New York and New Jersey AMSC

Challenge: Staffing.

Description: Currently awaiting 1 additional civilian billet. 1 Port Security Specialist billet and 1 Port Recovery billet are filled and employees are onboard.

Recommendation: No comments provided.

Headquarters or Local Issue: Local

Challenge: Points of Interest / National Significance.

Description: Port of NY / NJ has many POI, including Statue of Liberty; The Financial District in Manhattan; South Street Heliport, which is commonly used for POTUS visits; and, the United Nations Building which hosts the UN General Assembly. The port also has many significant facilities located on the water, which host large-scale events.

Recommendation: No comments provided.

Headquarters or Local Issue: Local

Challenge: Homeport Accounts Deactivated.

Description: Our Port Partner's Homeport accounts are deactivated if they remain inactive for 90 days. This puts an unnecessary burden on the USCG account managers and reduces our ability to maintain contact with Port Partners.

Recommendation: No comments provided.

Headquarters or Local Issue: HQ

Challenge: Size of the Port/Complexity of Operations/Multi-Jurisdiction.

Description: Coast Guard Sector New York (CGSECNY) executes Coast Guard operations from Sandy Hook, NJ, north through the Port of NY/NJ continuing up the Hudson River to just South of Lake Champlain, and up the East River to the Long Island Sound-Connecticut border. The Port of New York/New Jersey is the 3rd largest U.S. port with the largest civilian population in a U.S. port area. Total value of cargo through the Port is > \$200 Billion. 15% of the international goods arriving into U.S. come through

this port. 33 million metric tons of general cargo that services 80 million people or 35% of the entire U.S. population. First in U.S. for movement of petroleum, (aviation fuel, gasoline & home heating oil). First in U.S. as an ocean-borne auto-handling port, moving 850,000 vehicles. Third largest U.S. port for containerized cargo shipments, with 3.2 million TEUs of containerized cargo (8,000 containers each day). 5800 foreign flag ship calls. We work with a significant number of agencies within the COTP NY/NJ and Albany area, > 150 with the City, State of New York combined, and 100 within the State of New Jersey and NJ Counties and Cities combined.

Recommendation: No comments provided.

Headquarters or Local Issue: Local

Challenge: Large Volume of Port Stakeholders.

Description: Maintaining current lists to include agencies and contacts. (>800)

Recommendation: No comments provided.

Headquarters or Local Issue: Local

Challenge: Critical Infrastructure.

Description: Port of NY/NJ has over 1130 target scenarios as outlined in the Sector NY/NJ MSRAM.

Recommendation: No comments provided.

Headquarters or Local Issue: Local

Northern New England AMSC

Challenge: Funding for Visible Intermodal Prevention and Response (VIPR) Operations.

Description: Casco Bay Lines participated in several VIPR Operations in 2016 but due to federal funding restrictions in 2017, no VIPR Operations took place.

Recommendation: Restore funding for the program and/or use local law enforcement resources.

Headquarters or Local Issue: DHS program run through Transportation Security Administration (TSA).

Challenge: Geographic area is extensive.

Description: Maintaining active participation amongst AMSC members is difficult and is compounded by an extensive geographical area and COTP Zone. Many members have to travel six hours or more and must plan to stay overnight for a half day meeting.

Recommendation: Establish policy to compensate AMSC members' activity costs and/or use Video Conferencing.

Headquarters or Local Issue: Local: Video Conference

Challenge: Distribution of funding and staffing.

Description: Maintaining relationships with our port partners in such a large geographical area is hampered by shortage of travel funds and planning staff. Compounding the problem, Program Management funds are not equitably distributed to COTPs based on the size and characteristics of their respective zone.

Recommendation: Allocate program management funds on an area specific basis. Add a third PSS to Sector Northern New England.

Headquarters or Local Issue: Local.

Challenge: Received no funding but multiple applications for projects.

Description: Following the 2017 PSGP where SNNE reviewed 19 Investment Justifications but received no funding, SNNE's port partners are voicing their disappointment with the program. The COTP zone encompasses three states with limited funds for maritime security projects, and has an international border, so to receive no funding only demonstrates a flaw in the program.

Recommendation: Make changes to the program to ensure all COTP Zones have a fair chance to receive funding.

Headquarters or Local Issue: HQ: PSA and Federal Emergency Management Agency (FEMA).

Southern New England (SENE) AMSC

Challenge: Staffing.

Description: Sector SENE AMSC staffing concerns continue as in previous years. The staffing of port security specialists is not adequate to support the AMSC and its sub-committees. The loss of two civilian Port Security Specialist (Port) positions in 2016 continued severely impact the effectiveness of the AMSC and forced the elimination of the regional sub-committees (eight sub-port area specific committees that convened once per year). The GS-13 Supervisory PSS (Port) position description is the Chief of the Contingency Planning and Force Readiness (CPFR) Division and cannot dedicate as much time to PSS duties (25% according to the position description). The GS-12 PSS (Recovery) position description is primarily focused on Marine Transportation System Recovery duties. In addition to the civilian positions, the First CG District authorized a long-term Active Duty Operational Support - Active Component (ADOS-AC) for a LCDR/04 until 30 Sep 2018 to supplement the CPFR staff to focus exclusively on port security duties. Without the support of the ADOS, we would be unable to meet many of the demands required of the PSS including MSRAM, Homeport 2.0, Port Security Grant Program, Area Maritime Security Training and Exercise Program (AMSTEP) exercises,

AMSP maintenance and numerous of hour of support to the AMSC and the sub-committees. We anticipate requesting that position be funded again in FY19.

Recommendation: Reconstitute one GS-12 Port Security Specialist (Port) position. The First CG District has authorized the transfer of an active duty LCDR/04 billet for assignment in FY19 to fill the Chief, CPFR position. The current GS-13 PSS's position description focus would return to encompass only PSS duties. Regardless of how positions are filled in FY19, we continue to seek CG-FAC support to reconstitute a GS-12 PSS (Port) position. We continue to be challenged.

Headquarters or Local Issue: HQ

Challenge: Position Descriptions.

Description: GS-12 PSS (Recovery) Position Description (PD) does not adequately support the majority of port security-related or AMSC duties at the Sector level, but counts as a PSS billet at the Sector. The majority of the duties accomplished by the GS-12 PSS (Recovery), as specifically outlined in the PD are Marine Transportation System Recovery specific.

Recommendation: There is significant value in having a GS-12 PSS (Recovery) on staff however this billet should not be considered as being able to accomplish tasks that are outlined in a PSS (Port) PD.

Headquarters or Local Issue: Local.

Challenge: Large geographical areas.

Description: Maintaining frequency of AMSC meetings, Port Security Forums and regional AMSC sub-committees (continues from 2016). Even though we have created two new sub-committees out of necessity, we have been operating since 2016 on a reduced meeting schedule (one AMSC meeting per year, no sub-port AMSC meetings, port security forum frequency reduced to two per year vice three). SENE covers both southeast Massachusetts and the State of Rhode Island and the difficulty with the reduction in personnel is managing the AMSC-related issues in two states.

Recommendation: Continue long-term ADOS for reserve support until FY19 and reconstitute one GS-12 Port Security Specialist (Port) position.

Headquarters or Local Issue: Both

D-5 Consolidated Report

Challenge: PSS workload.

Description: Responsibility for managing the AMSC and maintaining the AMSP falls primarily on the civilian Port Security Specialist at each Sector. Many have also taken on the responsibilities of managing MSRAM Risk Analysis, Port Security Grants, AMSTEP exercise design and management, salvage and port recovery planning, and a number of other tasks associated with maritime security. Maintaining current security clearances and access lists and managing Homeport and the associated Alert Warning System (AWS) has become increasingly burdensome. Caution must be exercised in further expanding the workload on the committees and their Executive Secretaries. The increasing focus on cyber security in the MTS adds yet another challenge to this list.

While Sectors have incorporated cyber security into their port risk assessments and Area Maritime Security Plans, the rapid progression of software development and the technical aspects of thwarting cyber-attacks present serious constraints to personnel with limited knowledge of computer systems and cyber technology.

Recommendation: Program managers must continue to seek ways to assist Sector personnel in meeting these increasing demands. MSRAM is gaining in complexity, requiring a great deal of time, and training to be managed effectively. Current CG-PSA port assessments are helpful but limited in scope. Consider expanding HQ sponsored assist teams to assist and supervise the Sectors in consistently entering and evaluating their risk data on an annual or perhaps a biennial basis. We also need to continue to leverage CG CYBERCOM and port assessment teams to provide additional staffing and technical assistance to port level cyber security and risk assessment initiatives.

Headquarters or Local Issue: HQ

Challenge: Maintaining AMSC member interest.

Description: AMSC members volunteer their time and effort without compensation or travel/per diem support. Port recovery planning, exercise participation, annual port risk assessments, grants management, and Homeport participation create an increasing burden on the volunteer port community. Many aspects of the Maritime Transportation Security Act (MTSA) program are reaching maturity and the meetings focus is on Coast Guard and non-security issues, such as navigation and shared waterway use. This, along with the continued focus on "all hazards" in AMS planning, is leading some committees to begin to resemble Harbor Safety Committees with too much Coast Guard focus. AMSCs continue to struggle with nurturing the high level of interest needed to maintain a vibrant port security program.

Recommendation: Program managers must strive to reduce, or at least minimize, the increase in new requirements levied on the AMSC and its members. Creating dedicated Port Risk Assessment teams or placing MSRAM assessments on a two-year cycle and continuing to reduce the exercise burden would be positive steps in this direction.

Headquarters or Local Issue: HQ**Delaware Bay AMSC**

Challenge: Homeport 2.0.

Description: The upgrade to Homeport 2.0 continues to be a major disruption to the Delaware Bay AMSC community. There are major issues from both the local Homeport Administrator and user perspective.

Recommendation: Continue with resolution strategies.

Headquarters or Local Issue: Both

Challenge: Longevity of the PSGP.

Description: AMSC members mirror concerns from published Industry reports (e.g. American Association of Port's Authority (AAPA), Journal of Commerce (JOC), and Maritime Executive) regarding the Administration's FY 2018 budget proposal to cut port security grants by 52 percent to \$48 million. There is a concern that if the funding is reduced by 52 percent only the larger ports such as Los Angeles/Long Beach, and Port of NY/NJ will receive funding. This would then increase the vulnerability of other ports in the nation.

Recommendation: Stress the importance of this program to DHS so they can advocate keeping this program at its current funding. This program provides an important role in enhancing port security resiliency and recovery capabilities.

Headquarters or Local Issue: HQ/DHS

Challenge: Surveillance equipment and Grants.

Description: No surveillance camera coverage for bridges, structures, and waterway. Currently working with US Army Corp of Engineers (USACE). Camera coverage will be shared with USACE and the Delaware State Police (Delaware Information and Analysis Center) – (DIAC) the state's Fusion Center, where is the State of Delaware Maritime Security System is housed.

Recommendation: Allocate additional Port Security Grant funds for Maritime Domain Awareness (MDA).

Headquarters or Local Issue: HQ (CG-PSA)/DHS

Challenge: Docking area for responders no surveillance.

Description: No surveillance camera coverage for docking area of Delaware State Police, Dept. of Natural Resources Police, and Little Creek Fire. These entities dock vessels for extended periods. Camera coverage will be shared with Little Creek Fire Co. and the DIAC.

Recommendation: Allocate additional Port Security Grant funds for MDA.

Headquarters or Local Issue: HQ (CG-PSA)/DHS

Challenge: Radar coverage inadequate.

Description: Inadequate coverage for current Radar / Automated Identification System (AIS)/Encrypted Automated Identification System (E AIS) at Roosevelt Inlet area. Radar coverage, once established, will be shared with the Dept. of Natural Resources Police and the DIAC.

Recommendation: Allocate additional Port Security Grant funds for MDA.

Headquarters or Local Issue: HQ/DHS

Maryland-NCR AMSC

Challenge: Communication compatibility.

Description: Establishing common communication avenues between the multiple response agencies in the National Capital Region (NCR) continues to be problematic however, progress has been made.

Recommendation: 1. Continuing efforts to promote interagency communications compatibility, especially via the PSGP process, and monitor evolving technology.

2. Continue to participate in Communications Interoperability Operations Group (CIOG). Though not directly affiliated with the AMSC, The CIOG supports maritime security events with a common network. The Coast Guard is working on obtaining a mobile unit and handheld radios to participate.

3. Continue to keep working with local, state, and federal agencies to establish Memorandum of Understandings (MOU's) that improve interoperability. Initiatives that have been undertaken are operating on the Maryland First Network, obtaining permission for the USCG to operate on 700/800 MHz bands (MOU's and Harris Radio/CG Encryption keyset authority which differs for each state run program), FEMA Strategic Networks (STRATNET) radio system installation and establishing emergency communications with MT Weather.

Headquarters or Local Issue: Local

Challenge: Cyber security.

Description: Cyber security Improvements, increased usage, connectivity of technology in port operations, and the maritime environment increase vulnerabilities.

Recommendation: Bring cyber security stakeholders and practitioners together to explore cyber resilience concepts and to build capability and capacity across key performance areas related to cyber security, Information Technology (IT) operations, and business continuity within critical services. This initiative has been started with the

establishment of the functional cyber subcommittee and increased attention during facility visits.

Headquarters or Local Issue: Local

Challenge: Organizational improvements needed.

Description: Organization improvements are needed in the structure of the Baltimore AMSC to streamline processes and lessen confusion between stakeholders and partners. Currently the Maryland-National Capital Region AMSC is responsible for areas throughout the region that are vastly different in risk and environment.

Recommendation: Continue to advocate for an Executive Steering Committee leadership that encompass partners from all areas of the region.

Conduct at least one yearly Executive Steering Committee meeting that is separate from the General Committee meeting that brings leadership together to formulate future direction for the established sub-committees. The next Executive Steering Committee meeting is scheduled to be conducted in 2018 after the Sector Commander's change of command and when the new Federal Bureau of Investigation (FBI) co-chair reports aboard.

Headquarters or Local Issue: Local

Challenge: Budget cuts.

Description: Budget cuts at the federal, state and local levels are having a detrimental impact on AMSC participation. Even though AMSC membership is high, attendance at meetings is slowly shrinking due to time constraints on limited number of personnel at different agencies.

Recommendation: Continue efforts to find interesting venues and reach out to members for meeting agenda items that are of mutual benefit and applicability.

Headquarters or Local Issue: Local

North Carolina AMSC

Challenge: Cyber security

Description: The dynamic nature of cyber security threats and the shortage of subject matter experts make cyber security preparedness and response a continuing challenge.

Recommendation: The AMSC cyber sub-committee must continue to foster a willing information-sharing environment among port partners and leverage the available subject matter expertise to highlight critical nodes and identify existing cyber security vulnerabilities. The Coast Guard should continue to seek funding for cyber security training and expertise to meet these challenges.

Headquarters or Local Issue: Both

Challenge: Tracking Law Enforcement (LE) patrols.

Description: Ensuring seamless coordination of marine law enforcement patrols and real-time tracking of marine assets continues to be a challenge along the Lower Cape Fear River.

Recommendation: The AMSC law enforcement and emergency management sub-committees will identify requirements, gaps and obstacles to creating a common operating picture to include possible integration with a newly implemented Situational Tactics & Intelligence Nexus Group Center that will serve as a fusion center for video surveillance systems throughout the area. In addition, the Coast Guard will encourage stakeholders to pursue Port Security Grant Program funding to support new Maritime Domain Awareness initiatives in the Captain of the Port Zone. The Department of Homeland Security should continue to include Maritime Domain Awareness as a priority for Port Security Grant Program funding in 2018.

Headquarters or Local Issue: Local

Challenge: Expanding AMSC membership and funding.

Description: Generating and maintaining participation from maritime stakeholders outside of the major port areas remains an ongoing challenge due to travel and meeting venue funding constraints.

Recommendation: Continue to provide additional AMSC support funding to meet this challenge.

Headquarters or Local Issue: Both

Challenge: Unmanned Aerial System (UAS) Policies.

Description: Identifying and managing risks associated with unmanned aerial systems operating around maritime infrastructure and assets. Reported incidents of unmanned aerial systems being used in close proximity to commercial vessels and waterfront facilities continues to become more prevalent and in some reported cases, have been dangerously close to vessels in transit on the Lower Cape Fear River. Federal legislation created to regulate the use of autonomous aircraft has been ineffective. In addition, law enforcement at all levels of government lack the techniques, tactics, procedures and equipment needed to safely interdict and prosecute cases where maritime infrastructure and key assets are exposed to potential risks.

Recommendation: Recommend that the US Coast Guard and Department of Homeland Security support the creation of new state and local legislation and/or the modification of current federal legislation to provide federal, state and local law enforcement with the tools to interdict and prosecute cases where maritime infrastructure and key assets are at risk from unmanned aerial systems. Also recommended is US Coast Guard and Department of Homeland Security support for the creation of techniques, tactics,

procedures, and funding for equipment needs to safely address potential risks associated with the nefarious or negligent use of unmanned aerial systems.

Headquarters or Local Issue: HQ/DHS

Virginia AMSC

Challenge: Staffing.

Description: Marine Transportation System Recovery Plan will be removed from the AMSP.

Recommendation: Additional staff is needed to update, maintain and exercise this plan.

Headquarters or Local Issue: Both

Challenge: Homeport 2.0.

Description: Homeport remains limited in capability after the scheduled upgrade.

Recommendation: Speed up implementation timeline.

Headquarters or Local Issue: HQ

Charleston AMSC**Challenge:** Cyber Security

Description: Cyber security remains a growing and dynamic concern. The Charleston AMSC Cyber Subcommittee continues identifying cyber vulnerabilities and informing MTS stakeholders of those vulnerabilities to mitigate port and other risks presented to the entire MTS. However, understanding and functioning along a deliberate pathway to resilience remains under development.

Recommendation: DHS and Coast Guard headquarters continue providing insightful and useful tools to address cyber challenges. Continued transformation of strategic guidance into operational tools with subject matter experts will further our mutual cyber prevention, protection, response, recovery, and resilience goals.

Headquarters or Local Issue: HQ

Florida Keys AMSC**Challenge:** Heavy Weather Event.

Description: Due to the impact of Hurricane Irma, the small community of the Florida Keys and limited organic resources, the AMSTEP 17 was cancelled. Currently we are seeking to earn Real Word credit for our response and recovery efforts that went on for over three months, pre and post Hurricane Irma.

Recommendation: Provide exercise credit for Real World Events that go beyond the scope of a planned Exercise. During Hurricane Irma, four waterside Security Zones and two landside Security Zones were implemented that provided safety and security throughout the port around Key West and two regulated facilities.

Headquarters or Local Issue: Both

Challenge: Geographic Remoteness.

Description: Geographic remoteness of the Keys always presents a challenge to the committee. Several partner agencies are part of satellite offices that are made up of three or less members, making it difficult to participate in meetings and exercises. With the rapid pace of operations and the limited number of agencies within the Keys, membership and attendance to AMSC and meetings are and have been limited.

Recommendation: We have been providing conference-calling capabilities to all members. This has been moderately successful in encouraging participation by allowing members the opportunity to remotely attend meetings and exercise planning sessions.

Headquarters or Local Issue: Local

Puerto Rico and US Virgin Islands AMSC

Challenge: Heavy Weather Event.

Description: Local Stakeholders, Commonwealth of Puerto Rico and Federal agencies are still recovering to return to normal from two devastating hurricanes.

Recommendation: None.

Headquarters or Local Issue: Local

Challenge: Heavy Weather Event.

Description: Local Stakeholders, Commonwealth of the US Virgin Islands and Federal agencies are still recovering to return to normal from two devastating hurricanes.

Recommendation: None.

Headquarters or Local Issue: Local

Savannah AMSC

Challenge: Marine Salvage Deficiencies.

Description: Gaps have been identified in our MTS recovery procedures with respect to the prioritization of vessels potentially in queue after a closure of the MTS. Procedures for identification of critical navigation aids and vessels prioritization are being addressed through community outreach and collaboration within the Harbor Safety Committee. Observed trends in larger vessel traffic within the Port of Savannah dictate a heightened collaboration with port partners to ensure safe transit coordination throughout the MTS as well as a need for expanded capabilities to manage critical aids to navigation restoration and key resource demands.

Recommendation: Continue to work on this issue through committees and exercises. Validate data collected with Common Assessment and Reporting Tool (CART).

Headquarters or Local Issue: Local

Challenge: Incident Management Team (IMT) staffing.

Description: Savannah and Brunswick have limited trained and qualified organic resources to fill crucial roles of a multi-agency IMT organization. MSU Savannah presently operates with a minimally staffed personnel allowance on a day-to-day basis. Therefore, support from local port stakeholders is imperative to effectively respond and operate at a scalable, flexible and modular incident.

Recommendation: Conduct multi-agency Type 3 Incident Command System (ICS) training and exercises. Recommend ICS courses that include multiple agency stakeholders. Ensure unit input and MISLE data used for the Sector Staffing Model is correctly inputted.

Headquarters or Local Issue: Local

Challenge: AMSC expansion.

Description: Engaging the Port of Brunswick in AMSC functions continues to be a challenge. The Port of Brunswick retains its own business, political and geographic identity.

Recommendation: MSU Savannah needs to establish a Brunswick centric AMSC subcommittee or equivalent that will sync with the Local Emergency Planning Committee and address geographically unique challenges. Current staffing levels and budgetary limitations on travel and in person meetings make this expansion impractical at this time as the projected time and effort required exceeds unit capabilities.

Headquarters or Local Issue: Both

Challenge: Cyber subcommittee.

Description: Low interest from Port Partners to effectively stand up and participate in a separate AMSC Cyber Subcommittee.

Recommendation: Alternative to this challenge: Currently all AMSC meetings include a recurring agenda item focused on cybersecurity. With the trending concerns of cybersecurity, the AMSC meetings provide an opportunity to exchange and share perspectives of cybersecurity awareness and education.

Headquarters or Local Issue: Local**Southeast Florida AMSC**

Challenge: Degraded detection rate of personal weapons and ammunition at screening points at cruise terminals due to non-metallic materials and small weapons/ammunition stored between articles in luggage that complicate screener's ability to detect them.

Recommendation: Continue to work with the security companies to ensure 100% detection rate of dangerous substances and devices at screening points in the cruise terminals. New technologies are available to enhance detection of non-metallic prohibited items. Sector Miami personnel have advised terminal operators of grants available that might allow for the acquisition of more advanced screening equipment. Continue to work with private security and cruise line company security officers to explore possibilities for utilization of port security grant funding to harden cruise terminal screening as well as share incidents, responses, and best practices experienced at other ports to heighten screener and Facility Security Officer (FSO) awareness and improve effectiveness.

Headquarters or Local Issue: Local

Challenge: Radiological material screenings.

Description: As was the case in CY 2016, Customs and Border Protection (CBP) has again detected radiological material during passenger re-entry processing. The capacity to detect radiological materials on cruise ships during boarding is extremely limited since only CBP and the USCG have radiological detectors. Currently private security companies screen for explosives and weapons, but are not required to screen for radiological materials.

Recommendation: CG-FAC can explore the expansion of Maritime Transportation Security Act in specifically requiring screening cruise ships for radiological materials during boarding. Locally, will continue to liaise with the private security companies to encourage procurement of radiological detectors by port security grant process funding.

Headquarters or Local Issue: Both

Western Florida AMSC**Challenge:** AMSC funding.

Description: Lack of funding for the AMSC. Unlike previous Calendar Year (CY), no funding was available in CY 2017 for AMSC Activities.

Recommendation: HQ should reinstate the funding, and provide it at the beginning of the fiscal year, vice calendar year to accommodate the federal budgetary cycle and unit expenditures.

Headquarters or Local Issue: HQ

Challenge: Geographic diversity.

Description: AMSC-WF encompasses a large geographic area. The geographic area is divided into two regions roughly similar in size. However, AMSC South has fewer members due to the lack of MTSA regulated industry in the region.

Recommendation: None.

Headquarters or Local Issue: Local

D-8 Consolidated Report**Challenge:** Homeport 2.0.

Description: The October 2017 transition from Homeport 1.0 to 2.0 has resulted in most COTPs not using the enterprise application due to lack of functionality. Homeport 2.0 is no longer a feasible method to distribute AMSC meeting announcements, and AMSC Executive Secretaries have reverted back to e-mail distribution lists.

Sensitive but Unclassified (SBU) Communities are cumbersome to set up due to lack of detail in the user's guide. Many features of Homeport 2.0, such as AMSC management tools are not yet functional.

Additionally, AMSC members and other Homeport registrants are experiencing login issues and slow screen loads.

Recommendation: Homeport 2.0 needs to be tailored to meet or exceed the functionality of Homeport 1.0. Job aids and training materials need to be developed for AMSC Executive Secretaries and end users.

Headquarters or Local Issue: HQ

Challenge: Multiple COTP Zones.

Description: Maritime Domain Awareness is difficult to attain for hundreds of miles of river and coastlines in each COTP zone due to limited Coast Guard, state and local agency resources.

Recommendation: Continue to leverage partnerships with other Federal, State and Local agencies to coordinate a waterborne presence in and around areas identified as higher risk. Encourage responsible jurisdictions to acquire security vessels through PSGP applications.

Headquarters or Local Issue: Local/Region

Houston-Galveston AMSC**Challenge:** Tracking Especially Hazardous Cargos (EHC) movement.

Description: Inability in comprehensively tracking EHC's throughout the COTP Zone: While EHC cargoes are thoroughly reported (cargo name and quantity) to the COTP during Port State Control Pre-arrival/departure screenings; they are not required by law to be reported by name/quantity tug/barge operators working in the Houston Ship Channel and Gulf Intracoastal Waterway.

Furthermore, EHC's, which are those chemicals that are the focus of MSRAM analysis by the COTP, are also not required to be noted by tug/barge operators. This information gap has the potential to result in flawed risk assessment methodology in MSRAM, erroneous Maritime Patrol List (MPL) tasking and improper tasking of LE Assets/teams.

Recommendation: Tracking of EHC: As stated above, the tracking of EHCs via tank barge throughout the US is not currently part of the vessel screening protocols of the COTP.

However, in Sector Houston-Galveston, towboats pushing "normal" EHC barges throughout the Area of Responsibility (AOR) are required to call in to the Vessel Traffic Service whenever entering or moving throughout the zone and report the presence of EHC cargos. With an amendment to the current VTS Users Guide, Sector Houston Galveston (and possibly other COTP's with VTS capability), would be able to require the reporting of EHC tank barge movements and specify exact cargo names and volumes.

Headquarters or Local Issue: Both

Challenge: Homeport 2.0.

Description: The 2017 upgrade to Homeport has resulted in vastly diminished communications capability between Coast Guard units and the maritime industry. The new system requires industry and local government users to work through a Headquarters based Help Desk vice the previous ability to reach out directly to the COTP Homeport Administrator to seek rapid resolution.

Furthermore, unit Homeport Administrators were not fully trained on the use of Homeport 2.0, leading to confusion when communicating with partners.

Recommendation: Provide online training (video or webinar) to Homeport users and Administrators.

Headquarters or Local Issue: HQ

Challenge: MSRAM and Window 10.

Description: Due to the 2018 Coast Guard wide rollout of the Microsoft Windows 10 package, the Coast Guard Sectors and AMSC's are unable to benefit from the use of MSRAM and ArcGIS to its full functionality.

In just one month, this has resulted in the inability to conduct needed updates to MSRAM and COTP Key Port Areas. This lack of capability will also have impact on the 2018 Port Security Grants process, as MSRAM is key in the vetting of grant requests.

Recommendation: Prioritize the development, approval and field rollout of the proposed MSRAM Web App Acquisition Project and provide in person or web based training to field units in 2018.

Headquarters or Local Issue: HQ (CG-PSA)

Gulf of Mexico (GOM) AMSC

Challenge: Meeting locations.

Description: primarily Oil and Gas industry owners and operators serve the membership of the GOM AMS Committee. These companies are located broadly across the entire GOM coastal region primarily from Mobile, Alabama to Brownsville, Texas. Getting full-scale participation can be a challenge given the great geographic distances some participants will have to travel.

Recommendation: We have found that meetings held in the Houston area provide for better participation rates. This continues to be a challenge in that the travel and Conference Room rental rates may exceed the funds that can be allocated to the GOM AMS Committee meetings. Video Conferencing may also broaden the net for stakeholder participation in/at AMSC meetings (ensure all parties in attendance have a non-disclosure form on file prior to the meeting).

Headquarters or Local Issue: Both

Challenge: Staffing.

Description: Inconsistent Coast Guard oversight: The Eight District Outer Continental Shelf (OCS) Security Specialist position has been unfilled for the past three years. As a result, the OCS AMSC has not received a requisite level of oversight to maintain optimal activity. Industry participation is challenged by reasons described above. This challenge may be overcome by the hiring of a new, GS-13 Security Specialist which has recently been completed. The candidate selected has a history of active participation in the OCS AMSC and in-depth knowledge of committee needs and areas for improvement.

We anticipate a significant increase in committee oversight and activity as the newly hired Executive Secretary integrates fully into the position over the course of CY 18.

Recommendation: None.

Headquarters or Local Issue: Local

Mid-South AMSC

Challenge: Each waterway in their COTP has limited response resources.

Description: Lack of 24/7 on-water LE asset.

Recommendation: Encourage the Law Enforcement Agencies (LEA) to apply for PSGP for response boats and crewing.

Headquarters or Local Issue: Local

New Orleans AMSC

Challenge: TWIC Reader Rule implementation.

Description: Many FSOs raised significant concerns with the TWIC reader implementation deadline of August 2018. There are rumors amongst the FSO community that these requirements will be changed or the deadline extended. The last guidance from CG-FAC in March 2017 leaves the impression other options are being considered. “CG Headquarters (CG-FAC) continues to work with DHS to address concerns with the TWIC Reader Rule that were detailed in the petition filed under Docket # USCG-2017-0447-0003.

Options being considered to clarify/correct the reader rule are Delay of the current TWIC Reader Rule, a reader rule amendment, a new regulation, and clarification through policy. Each option requires time to process, review, approve, gain clearance, and finally publish. Once a way forward is determined and approved, the Coast Guard anticipates a response to the petition at that time.”

Additionally, the response to Docket # USCG-2017-0447, dated June 30, 2017, suggests the Final Rule may be deferred for three years, suspended or withdrawn. Facilities owners/operators must choose between the investing hundreds of thousands of dollars to meet the TWIC Reader Rule requirements or incur potential fines when or if the rule goes into effect.

Recommendation: Recommend CG-FAC provide a definitive guidance to industry regarding the implementation and potential enforcement actions related to the TWIC Reader Rule.

Headquarters or Local Issue: HQ

Challenge: Homeport 2.0.

Description: Homeport community managers no longer have the ability to build sub-communities within the Homeport application. This feature provided a secure forum for stakeholders, port partners, and Coast Guard representatives to share Sensitive But Unclassified (SBU)/Sensitive Security Information (SSI) information. The AMSC found this very useful in the annual processing of fifty plus PSGP proposals with our PSGP Sub-committee especially in light of compressed time lines in recent years. Without this capability, SBU/SSI information is often sent via e-mail encrypted and password protected greatly reducing the efficiency in sharing sensitive information.

Recommendation: Recommend reestablishing the Homeport capability to create sub-communities to facilitate SBU/SSI information sharing share within Homeport.

Headquarters or Local Issue: HQ

Challenge: Validating vessel Maritime Security (MARSEC) level increases.

Description: MARSEC Attainment for vessels was identified as a challenge in the CY2016 AMSC Report. Validating MARSEC Level increase attainment by vessels transiting the Lower Mississippi River (LMR) continues to be a challenge. Exercises continue to demonstrate the best way forward for communicating and receiving MARSEC attainment from vessels on the LMR is through a multi-layered approach using the Alert Warning System (AWS), Marine Safety Information Bulletin (MSIB), and Broadcast Notice to Mariners (BNTM). However, due to the sheer volume of vessels on the LMR within the Sector New Orleans COTP zone at any given time, this multi-faceted approach is still not producing the sought after efficiency and attainment requirements.

Recommendation: Recommend CG-(Commercial Vessel Compliance (CVC) and/or CG-FAC assist the Coast Guard Port Security community with conducting a forum and/or publish MARSEC notification and attainment best practices. Technological advancements continue to evolve on how communications can be sent and received to regulated vessels.

Leveraging best practices around the Coast Guard and other AMSCs would prove beneficial in closing the communications gap identified by the New Orleans AMSC.

Headquarters or Local Issue: HQ

Northeast Gulf of Mexico AMSC

Challenge: Port Security Grant Program (PSGP).

Description: The majority of maritime industry and security provider stakeholders are still operating under fiscal constraints impacting security issues. In most cases, there are no financial incentives for enhancing security and limited corporate motivation to consider “holding out” matching funds from operational budgets in anticipation of getting a competitive grant that has a perceived low probability of funding.

The lack of feedback between applicants and FEMA on project selection, which Investment Justifications were approved and others were not, only exacerbates this perception. Applicants were not able to get a clarification of why eligible Investment Justifications (IJ) submitted were rejected or what they could have done or included to improve future submissions in the highly competitive grant environment.

Likewise, there is a perception that the smaller port areas are not competitive against the larger ports and industry entities, even though they have similar needs. With the changes that resulted from the 2017 MSRAM threat index adjustment for Metropolitan Statistical Areas, many regulated entities have scored so low that they do not meet mandatory scoring requirements and they fear that this will cost them in terms of opportunities for grant funding in the future.

Recommendation: The Investment Justification review and approval process at the national level could be improved by:

(1) providing effective feedback on the selection process over all, and specific feedback to those applicants who did not get selected and what they can do to improve future prospects, and (2) ensuring that a larger portion of the overall funding is available to the smaller ports and eligible entities, thereby increasing the potential opportunity for funding for applicants that are not affiliated with the largest port areas.

Headquarters or Local Issue: HQ (CG-PSA)/DHS

Challenge: UAS/Unmanned Aerial Vehicle (UAV) Reporting.

Description: The increased frequency and reporting of Unmanned Aerial Vehicle intrusion over MTSA regulated facilities is generating questions and concerns from Facility Security Officers and other security personnel.

Recommendation: Stakeholders and appropriate CG entities should continue to engage with other federal and state agencies with appropriate UAV jurisdiction and hold extensive dialogues with the maritime industry about UAVs and current or potential federal and state UAV regulations.

Headquarters or Local Issue: Local/HQ

Ohio Valley AMSC

Challenge: AMSC Participation.

Description: In CY 2017, maritime industry participation at AMSC meetings remained steady, but participation continues to be a challenge. The downturn in the local/regional/national economies places financial stresses upon industry workforces in the region. Regional lay-offs and workforce reductions further reduce volunteer time for AMSC functions by committee members. Although these pressures continue within industry, participation continues to be steady through enhanced outreach at the unit level.

Recommendation: Sector Ohio Valley (SOHV) personnel will continue outreach to port stakeholders to encourage participation in future AMSC activities and will continue to participate in local cooperative group meetings and security exercises to demonstrate CG commitment to maritime security within SOHV ports.

Headquarters or Local Issue: Local

Challenge: Large geographical zone.

Description: As in previous years, Maritime Domain Awareness continues to be a challenge. Monitor activities along hundreds of miles of the Ohio River, Green River, Wabash River and White River is difficult with limited CG, state, and local resources to patrol these waterways. The entire port community share responsibility for monitoring

waterways and maintaining maritime domain awareness. However, ultimately the FMSC is accountable for protecting and monitoring the waterway system within the AOR.

Recommendation: SOHV personnel will continue to foster working relationships with other governmental agencies as well as industry stakeholders within the AOR and monitor available resources and personnel time to maximize CG presence within SOHV ports.

Headquarters or Local Issue: Local

Challenge: PSGP funding opportunities.

Description: The continued challenge of river ports competing nationwide with larger coastal ports for limited PSGP funds in FY 2017 reduced the ability of regional AMSC partner agencies to obtain needed security enhancements for the region.

In 2017 the Ports of Owensboro, Henderson, and Evansville received no PSGP funding. The reduction and/or possible elimination of PSGP funding creates bitterness in some AMSC members. Although FEMA, through the national review process, ultimately makes the decision on PSGP funding allocations, the CG continues to serve as the program's representation to industry as Investment Justification reviewer, and thus endures the animosity felt by some AMSC members for reduced or lack of PSGP funding.

Recommendation: SOHV personnel will continue to foster relationships with port partners at AMSC meetings and focus AMSC meetings on the reduction of security gaps within each port area vs. holding meetings that focus on discussions revolving around PSGP funding.

Headquarters or Local Issue: Both

Challenge: Communication challenges.

Description: MSU Paducah continues to identify communication issues during exercises and real world events in the MSU Paducah AOR. The four states in the MSU's region use different frequencies to communicate, and the CG has limited means to convey information during exercise play and real world events.

Currently, our most effective means of interoperable communication remains cell phones, which are vulnerable to disruptions/outages during real world events. While MSU Paducah has marginally mitigated communication challenges through the purchase of handheld radios programmed with OGA frequencies, the unit still requires external support to address many of our interoperability issues within the AOR.

Recommendation: MSU Paducah will encourage Other Government Agencies (OGAs) to work in a unified way to identify and correct communication issues, possibly through use of PSGP funds to obtain a workable interoperable radio communication system.

Headquarters or Local Issue: Local

Challenge: Homeport 2.0.

Description: Some SOHV AMSC members have HOMEPORT accounts but do not access the website. This continues to hinder communications efficiency with stakeholders. SOHV PSSs utilize alternate means to disseminate vital information in a timely manner while still stressing the need for HOMEPORT registration and utilization to port partners.

Recommendation: Continue to stress the importance of having access to the secure side of HOMEPORT and conduct training for AMSC members on the use of HOMEPORT 2.0.

Headquarters or Local Issue: Local

Challenge: Cyber Security.

Description: As reported in the 2016 report, cybersecurity concerns for the MTS continued to be a focus for SOHV AMSC and their Regional AMSCs. Notable outreach efforts locally, regionally, and nationally by the CG have continued throughout the year, including cybersecurity newsletters, training initiatives, and public meeting forums. CG policies on the scope and enforcement aspects at the field level have been released in draft form; however, professional pipeline training for unit security representatives and facility inspectors is still lacking. Unit funding falls short of supporting a robust training program for personnel in the areas of outreach, compliance, and enforcement.

Recommendation: Provide enhanced professional development opportunities and cyber security training courses for field level personnel.

Headquarters or Local Issue: Both

Pittsburgh AMSC**Challenge:** AMSC member engagement.

Description: Although Industry participation has steadily increased in 2017, continuing to make industry feel relevant is necessary for each meeting. AMSC membership meetings will continue to include not only security topics but also port partners' concerns.

Recommendation: Industry partners are included in all discussions within the AMSC. Port partners should be included in all discussions within the AMSC. This includes not just security issues but participation in the Port Security Grant committee, exercises planning and other Captain of the Port initiatives. Maintaining a whole community approach will demonstrate the Coast Guard's commitment to maritime security and to our port partners within MSU Pittsburgh's AOR.

Headquarters or Local Issue: Local

Challenge: Geographical diversity of zone.

Description: Maritime Domain Awareness is a challenge with MSU Pittsburgh personnel face attempting to monitor activities along 328 miles of the Allegheny, Monongahela, and Ohio Rivers with limited Coast Guard, state, and local resources to patrol these waterways.

Recommendation: MSU Pittsburgh personnel will continue to foster working relationships with federal, state, and local agencies, as well as industry stakeholders within our AOR and strive in continuously monitor of available resources and personnel time to maximize Coast Guard presence within its AOR.

Headquarters or Local Issue: Local

Sabine-Neches AMSC

Challenge: Growth in the maritime domain and staffing shortages.

Description: The economic development and energy expansion in Southeast Texas and Southwest Louisiana is leading to increased port traffic on our Waterways. The COTP does not possess a subject matter expert for the Maritime Transportation System Recovery Unit (MTSRU) and Common Assessment Reporting Tool (CART). Support of these functions is critical in ensuring the Region's ability to recover from a Transportation Security Incident.

Recommendation: Add a Civilian Port Security/Recovery Specialist for the COTP zone, additional billets for personnel supporting the Ports Waterways & Coastal Security mission, and additional Incident Management personnel. Continuation of the Port Security Grant Program (PSGP) at current (\$100mil.) or increased amount in support of Other Governmental Agency (OGA) and stakeholder maritime security prevention and response activities.

Headquarters or Local Issue: Both

Challenge: National Response Center (NRC) reporting limitations.

Description: Suspicious Activity and Breach of Security reports from port partners and stakeholders may only be submitted verbally and not in writing. Important details are often lost, omitted, or mischaracterized during the transmission from the reporting party through the NRC.

Recommendation: Develop and release a NRC online (self-reporting) tool for Breach of Security (BOS) and Suspicious Activity (SA) reporting by MTSA regulated facilities. This tool should additionally prompt reporting source to include Essential Elements of Information (EEI). This mechanism will ensure EEIs are made more readily available to responders and investigators without delay, error, or omission.

Headquarters or Local Issue: HQ

Challenge: Lack of Marine firefighting capabilities.

Description: Identified the lack of marine firefighting capabilities for Calcasieu River Ship Channel and with increasing vessel traffic will also increase the potential of vessel casualties, which will negatively impact the marine transportation system in the AOR. The port currently lacks a solid process to deploy appropriate response resources to a major vessel fire.

Recommendation: Working with port partners, state and local agencies on a stand- alone Marine Fire Fighting Plan (MFFP) to identify resources and coordinate agencies/companies to respond to a marine fire incident.

Headquarters or Local Issue: Local

Challenge: Marine traffic increase and staffing.

Description: Economic development and energy expansion in South West Louisiana (SWLA) will lead to increased marine traffic that will exceed Marine Safety Unit (MSU) mission capabilities.

Recommendation: Increase unit billets prior to need of personnel and account for qualification timeframe.

Headquarters or Local Issue: Both

Saint Louis AMSC

Challenge: Deficiency of maritime response assets.

Description: Lack of 24/7 on-water maritime response assets and limited access points complicate maritime response activities.

Recommendation: Pursue funding opportunities through state and federal programs designed for security and/or safety.

Headquarters or Local Issue: Local

Challenge: Communication limits.

Description: Limited effective communications of CG/OGA maritime assets complicate maritime response activities.

Recommendation: Pursue funding opportunities through state and federal programs designed for security and/or safety.

Headquarters or Local Issue: Local

Challenge: Lack of trained maritime response crews.

Description: Lack of regional 24/7 on-water maritime response crews, common operating platforms, and information sharing capabilities significantly degrades response times.

Recommendation: Pursue funding opportunities through state and federal programs designed for security and/or safety.

Headquarters or Local Issue: Local

Challenge: Interagency assets and limited river access.

Description: Lack of a 24/7 interagency boat house/station significantly impacts maritime response activities. Limited river access continues to be a vulnerability, requiring response agencies to trailer resources to a suitable location to launch assets (30-40 minutes).

Recommendation: Pursue funding opportunities through state and federal programs designed for security and/or safety.

Headquarters or Local Issue: Local

Challenge: Joint information sharing.

Description: No longer maintain USCG Boat Forces in the port, AMSC committee redefining its structure and adjusting to the change in their ports, following the closure of Upper St. Anthony Falls/Port of Minneapolis. Committee recognized a need to formalize the Joint Information System across the region to address public information and warnings during maritime contingencies.

Recommendation: Pursue funding opportunities through state and federal programs designed for security and/or safety.

Headquarters or Local Issue: Local

South Louisiana AMSC

Challenge: MSRAM CDC scenario access.

Description: Inability to accurately assess Ammonium Nitrate attack scenarios in MSRAM.

Recommendation: Add Ammonium Nitrate to the CDC Consequence Calculator in MSRAM.

Headquarters or Local Issue: HQ (CG-PSA)

South Texas AMSC

Challenge: Undocumented alien population.

Description: Undocumented aliens (UDAs) predominantly from Central America and Mexico regularly make their way into the United States illegally at the Port of Brownsville, Falcon and Amistad Lakes, and the Rio Grande River.

Recommendation: Continue leveraging OGA partnerships in deterring this activity. Issue regulatory guidance on the enforcement of non-regulated facilities.

Headquarters or Local Issue: Local

Challenge: State, Local, Tribal, and Public Sector (SLTPS) debriefs.

Description: Security clearance debriefing. There is no process in place to debrief AMSC members with SLTPS clearances.

Recommendation: CG-FAC issue additional guidance on SLTPS clearance disposition and debriefing. Sector CSO and PSS maintain coordination and ensure debriefs are carried out.

Headquarters or Local Issue: Both

Eastern Great Lakes AMSC

Challenge: Training funds for PSS.

Description: Annual training funds for Port Security Specialists is non-existent due to national economic budget considerations. PSSs still require continuous training in a number of areas to remain current with local issues and professionally facilitate the AMSC. There is no vehicle present for continuing currency for personal certifications. Annual ongoing concern.

Recommendation: Dedicate training funds for this purpose.

Headquarters or Local Issue: Both

Challenge: Training funds for AMSC members.

Description: National level training (e.g., ACPS, AMS, etc.) is regularly afforded only to a select group. AMSC should be afforded some of these training opportunities.

Recommendation: Dedicate training funds for this purpose.

Headquarters or Local Issue: Both

Challenge: AMSC member participation.

Description: Hard to get and keep all stakeholders actively involved or to volunteer for workgroups or sub-committees due to their own agency/organization workload. USCG could identify incentives and initiatives to create a more inviting environment to voluntary AMS regulatory responsibilities. Annual ongoing concern.

Recommendation: Incentivize participation through grant funds or special training opportunities.

Headquarters or Local Issue: Both

Challenge: Private sector engagement.

Description: Subcommittee and workgroup representation is still a majority of public agencies; PSSs continue to engage the private sector to participate on a more regular basis (with little success) but will continue to take the leadership for community risk management planning and AMS activity. PSSs continue to facilitate multiple workgroups and meetings. Annual concern.

Recommendation: None.

Headquarters or Local Issue: Local

Challenge: PSGP and FEMA.

Description: Port Security Grant Program continues to take an increasing amount of time each year. Applicants have continuous issue dealing directly with FEMA (i.e., non-

fiduciary agent). USCG must field questions but in the end refer applicants to FEMA for further direction. Annual concern.

Recommendation: None.

Headquarters or Local Issue: HQ/DHS

Challenge: Protection of different classification levels of AMSC specific materials.

Description: Information & Communication Security (INFOSEC/COMSEC) is a daunting task. Expectations for protection of written and electronic information require a large amount of time (e.g. Classified, SSI, SBU, FOUO, PCI, PII, SIPRNET, etc.) that needs, but does not receive, INFOSEC/COMSEC assistance. The Sector Command Security Officer (CSO) duties continue to be an unrecognized fulltime equivalent responsibility and the work associated with security issues is not being given that level of consideration. AMSC facilitators are Port Security Specialists and not Security Specialists. Annual concern.

Recommendation: None.

Headquarters or Local Issue: Local

Challenge: Staffing.

Description: Buffalo PSS position was vacant for 9 months in 2017 due to transfer and then federal hiring freeze. CPFR Chief and Emergency Manager covered duties of PSS in interim.

Recommendation: Position now filled.

Headquarters or Local Issue: Local

Challenge: Training delays due to agency policy.

Description: Active Shooter training had to be cancelled in the past due to simulation rounds use being restricted throughout USCG. Self-imposed agency restrictions are forcing over \$12,000 in equipment to sit unused.

Recommendation: Get a clear way ahead via policy guidance.

Headquarters or Local Issue: HQ (CG-Maritime Security Response [MSR])

Challenge: Vacant AMSC Chair position.

Description: Western New York Regional AMSC Chair vacated position early due to retirement.

Recommendation: New chair now appointed

Headquarters or Local Issue: Local

Lake Michigan AMSC**Challenge:** Cyber Security

Description: Sector Lake Michigan continues to advocate for advances in cybersecurity posture; this is an agenda item at each committee meeting and we continue to explore creation of cyber-subcommittees. We are challenged, however, with developing vigorous discourse (likely due to a combination of limited familiarity with topic and unwillingness to expose vulnerabilities) and with obtaining leadership in this arena among other committee members. This is exacerbated by our own dearth of deep understanding of cyber threats.

Recommendation: Because this represents a significant cultural shift from traditional security threats, we must continue to champion this issue and carefully craft our message to align with HQ, other federal rules policy, and with accepted standards. Development of more granular direction should also prove helpful. We applaud the increasingly understandable and actionable Homeport announcements on this topic and recommend they continue.

Headquarters or Local Issue: HQ**Challenge:** PSGP lack of feedback on denials or partially funded projects.

Description: COTP/FMSC, committee members, other Port Partners, and Port Security Grant applicants receive little feedback from FEMA's National Review Panel, creating two problems. First, when a project is only partially funded, the COTP/FMSC and AMSCs do not know which elements of the grants were successful and therefore will not be aware of what assets, assessments, etc., will become available within the port. Second, unsuccessful applicants have expressed frustration that they do not know how to improve future applications.

Recommendation: Enhance transparency in grant program. At a minimum, we recommend some manner of reporting to COTP/FMSC when an application is partially funded so that she/he has awareness of funded elements. Ideally, FEMA or CGHQ could communicate, by port, new grant-funded capabilities and provide feedback with greater specificity regarding best practices and weaknesses of applications. On a wholly positive note, the periodic webinars held by FEMA prior to grant submissions have provided to be an excellent venue to educate applicants.

Headquarters or Local Issue: HQ**Challenge:** DoD Webinar service compatibility issues.

Description: We encountered problem using webinars for meetings that are otherwise challenged by the weather, budget, and scheduling conflicts. In particular, DoD's Defense Collaboration Services system works well for participants with a CAC but others either could not log on even as a guest or could log on but were not able to view the presentations.

Recommendation: Acquire a suitable service-wide system to conduct virtual meetings that is compatible with all federal, state, local and private participants.

Headquarters or Local Issue: Local

Sault Region AMSC

Challenge: PSGP grant.gov website issues when submitting applications. Lack of feedback on applications.

Description: There were two main challenges identified during the 2017 Port Security Grant Program. First, the Sault Region AMSC had two applicants who had a very difficult time submitting their applications in grant.gov website. One applicant was able to get the project submitted, but the other was not. They received numerous apology emails, but were unable to complete their application. This is very disheartening as applicants spend a great deal of time and effort in to completing the grant packet. If this continues during future programs, it may be possible that interest in the program decreases due to technical glitches. Second, port security specialists face difficult situations at the conclusion of the year's grant program, as there is no feedback provided to unsuccessful applicants. Applicants often have many questions that we (at the field level) have a difficult time answering due to a lack of communication from the review panel. It is understood that the National Review Panel has many applications to review in a short amount of time, however, local port security specialists and port partners deserve a chance to improve their region's program for future years.

Recommendation: Provide feedback to field-level personnel on their AMSC's applications in a clear and concise manner, such as, Port Security Grant (PSG) FIRST. This would eliminate any mystery on project application outcome and increase port partner trust in the program and their local USCG representatives.

Headquarters or Local Issue: Both

Challenge: Sustainable RAD training.

Description: The Sault Region AMSC recently completed the establishment of a robust Radiological (RAD)/Nuclear (NUC) Detection Program in conjunction with the Domestic Nuclear Detection Office (DNDO). Reinforcement of this program occurred through DNDO and Port Security Grant obtained resources and provides complete coverage for the Sector's area of responsibility. However, following the DNDO provided equipment training, there is no sustained training program established to ensure future operator proficiency. The major issue identified by the operators is the lack of RAD materials strong enough for use during practical exercises.

Recommendation: Work with DNDO to establish a bi-annual refresher training program or maintain internal source handlers to ensure port partner proficiency and equipment effectiveness.

Headquarters or Local Issue: Local

Southeast Michigan AMSC

Challenge: Staffing to facilitate AMSC duties.

Description: While AMSC's were established to be an advisory body to the Coast Guard, AMSC management falls onto Coast Guard planning staffs who have many other competing demands and dwindling staffs.

Recommendation: Locally continue to balance USCG Planning Staff competing demands. Recommend program level coordination of AMSC Best Practice information sharing among Sector AMSC staffs.

Headquarters or Local Issue: Both

Challenge: Multiple committee meetings.

Description: AMSC membership has competing demands from other coordinating bodies including: Regional Coordinating Mechanism (RECOM), Border Enforcement Security Task Force (BEST), Integrated Border Enforcement Team (IBET), Intel Working Groups, Area Committee, Harbor Safety Committee, Interagency Operations Centers, etc. This presents a particular challenge to drive attendance and participation among area-wide senior leaders/stakeholder partners.

Recommendation: Conduct a holistic review of overlapping committee mission sets across DHS and evaluate possibility of merging required plans and coordinating bodies determined to have similar objectives.

Headquarters or Local Issue: Local

Challenge: Information sharing limited.

Description: Information sharing between AMSCs is very limited.

Recommendation: Provide program level coordination of AMSC Best Practice information sharing - e.g. annual portal site - among Sector AMSC staffs.

Headquarters or Local Issue: Both

Challenge: PSGP shorten timelines.

Description: Timelines for field review of Port Security Grants has continued to shrink. All indications are that the review period for the FY17 PSG will have a shortened deadline.

Recommendation: Continue to press for adequate time for a thorough and accurate field review of all Port Security Grant submissions.

Headquarters or Local Issue: HQ/DHS

Challenge: FSO AMSC participation

Description: Due to the nature of the MTSA Facilities in the area, there is difficulty getting representation from a large number of Facility Security Officers (FSO) at routine AMSC meetings.

Recommendation: Engage local Facility Security Officers through targeted outreach and onsite visits in order to determine facility port security concerns/needs. Holding first ever Industry Day in 2018. Develop an action plan to address identified items through tailored meeting agendas. Examine FSO meeting attendance over time to help determine casual effect &/or impact of efforts.

Headquarters or Local Issue: Local

Western Lake Superior AMSC

Challenge: Staffing.

Description: Only one planner is at MSU Duluth.

Recommendation: Increase Personnel Allowance List (PAL).

Headquarters or Local Issue: Both

Challenge: Support funding.

Description: Port Security funding was cut, prohibiting adequate outreach to AMSC.

Recommendation: Restore funding.

Headquarters or Local Issue: HQ

Challenge: INTEL staffing non-existent.

Description: No dedicated intelligence person at MSU Duluth.

Recommendation: Provide dedicated intelligence specialist.

Headquarters or Local Issue: Both

Central California AMSC

Challenge: Mass Gatherings.

Description: Better protection for mass gatherings on the waterfront.

Recommendation: Consider industry outreach or a regulatory solution to separate gatherings of people from main roads on a facility via bollard or "k-rail" systems. Provide guidance to personnel conducting High Capacity Passenger Vessel (HCPV) and Liquid Bulk facility inspections and FSP review to address this with FSOs.

Headquarters or Local Issue: Both

Challenge: Restrict vantage points near waterfront mass gatherings.

Description: Focus awareness on denying access to locations with "height of eye" vantage points over MG locations.

Recommendation: Consider outreach to AMSC and FSO Subcommittees as we have done here, to encourage industry to lock out stair/ ladder wells leading up the crane and to ensure crane elevators are key controlled. Doing so will limit the ability of an aggressor armed with a rifle to ascend the crane and use its height vantage point to kill.

Headquarters or Local Issue: Local

Northern California AMSC

Challenge: Active shooter/HC Ferry.

Description: Active shooter issue aboard a high-capacity ferryboat.

Recommendation: Increased SBT ride-along.

Headquarters or Local Issue: Local

Challenge: Cast wider net for AMSC membership.

Description: Membership outreach to port stakeholders; esp. maritime labor.

Recommendation: Continue outreach efforts.

Headquarters or Local Issue: Local

Challenge: PSGP challenging timeline.

Description: Decreasing timeline for the PSGP review by the COTP.

Recommendation: Standardize the process Coast Guard wide.

Headquarters or Local Issue: HQ/DHS

San Diego (SD) AMSC

Challenge: AMSC member participation/tie to PSGP.

Description: Greater participation on AMSC Subcommittees. Without representation from a more encompassing number of federal, state, local agencies and port partners, the AMSC subcommittees' ability in fully supporting the AMSC in accomplishing its missions and goals is hindered.

Recommendation: Recommend that DHS Security-based Grant applicants and recipients be obligated to serve on the AMSC and/or its subcommittees (as appropriate) for a specified period of time. To encourage greater representation, recommend that Coast Guard appropriately weigh PSGP Investment Justifications based on applicant's participation on the SD AMSC and/or its subcommittees.

Headquarters or Local Issue: Both

Challenge: Cyber Security Expertise Lacking/Staffing.

Description: U.S. Coast Guard Cyber Security expertise at the field level is lacking, which hinders our ability in effectively engaging other port partners, such as the FBI, San Diego Law Enforcement Coordination Center and others in the realm of cyber security to accomplish AMSC goals.

Recommendation: Recommend Coast Guard provides additional Cyber Security billet(s) with the requisite skill sets, training, and experience.

Headquarters or Local Issue: Both

Columbia River AMSC

Challenge: Cyber Security guidance gaps.

Description: The Coast Guard and other agencies (and industry) continue to struggle with evaluating cyber threats, risk, and mitigation strategies. While cyber security has moved up the list of DHS priorities, there remain significant gaps in official guidance and risk assessment tools. This has been a common theme and ongoing topic of conversation at AMSC meetings.

Recommendation: Research and present existing cyber security guidance for agencies, as well as risk assessment and mitigation tools tailored to federal, state and local maritime stakeholders. Increase advertisement of the US-Computer Emergency Readiness Team (CERT), National Cybersecurity and Communications Integration Center (NCCIC), and National Cybersecurity Assessments and Technical Services (NCATS) program. Engage with regional DHS Cyber Security Advisor (CSA) for future training opportunities.

Headquarters or Local Issue: Both

Challenge: AMSTEP realism and stakeholder participation.

Description: Although our area maritime stakeholders are generally enthusiastic about participating in USCG-led workshops and events, full-scale exercises such as the April full scale AMSTEP tax their limited personnel and budgets. Local fire and Law enforcement agencies are key participants in these exercises, but like industry partners, they are quite limited on what resources can be committed beyond their steady-state operations. A full-scale exercise is challenging to run in a realistic way when key participants cannot provide the assets they would in a real event.

Recommendation: Increase exercise funding for field events and allow exercise funds to offset increased costs of participation for partner agencies including some personnel overtime. Relaxing some of the restrictions on use of exercise funds would make for better exercises with greater participation and more realistic asset availability.

Headquarters or Local Issue: HQ (CG-Contingency Preparedness and Exercise [CPE])

Puget Sound AMSC

Challenge: UAS concerns.

Description: Drones and UAS continue to be a major concern for the safety and security of the maritime community in Sector Puget Sound (SPS). The ability of the UAS/Drone to circumvent access control measures poses a top challenge for the AMSC.

Recommendation: Approve and implement Draft Federal Aviation Administration (FAA) USCG Memorandum of Agreement (MOA) to mitigate the UAS Drone threat for Regulated Facilities and Vessels.

Headquarters or Local Issue: HQ (CG-FAC-2, CG-MSR)

Challenge: Homeport 2.0 port stakeholder's registration issue.

Description: The implementation of Homeport 2.0. The system lacks the capability for new members to register for access. This shortfall of the system negatively impacts the Sector's ability in quickly disseminating information to the full AMSC membership.

Recommendation: USCG Sector Puget Sound shifted the notification process from Homeport to the Alert Warning System (AWS) for rapid dissemination to AMSC Members for maritime security and other critical information. The registration and access to AWS is locally controlled by the Sector. Recommend correcting the Homeport registration issue.

Headquarters or Local Issue: HQ

Commonwealth of Northern Mariana Islands (CNMI) AMSC

Challenge: TWIC implementation of new regulations.

Description: Identify TWIC requirements to implement before 2019. The TWIC workgroup needs to complete steps to train and fill port positions requiring TWICs, meet secure area requirements in CNMI ports, review and/or establish TSA Technology Infrastructure Modernization program, obtain TWIC readers (if determined required), and other steps to prepare the CNMI for TWIC national requirements prior to 2019.

Recommendation: More focus and attention on AMSC stakeholders, including the Marine Safety Detachment's (MSD) MSTC Facility Inspector, to identify and start TWIC implementation requirements.

Headquarters or Local Issue: Local

Challenge: Shortage of USCG afloat forces.

Description: There are no USCG afloat forces assigned to the CNMI that provide on-going safety and security presence.

Recommendation: Encourage AMSC stakeholder LE agencies with maritime assets to provide maritime security patrols and request assistance from Sector Guam to compliment CNMI maritime safety and security efforts.

Headquarters or Local Issue: Local

Challenge: PSGP grant writing.

Description: Identifying and training a person that can correctly apply for the FEMA PSGP. The CNMI recently established an Office of Grants Management for this purpose, but they do not appear interested in helping with the PSGP and it has yet to be seen if they will help with 2018 PSGP projects. As such, the CNMI may again miss the PSGP opportunity as it has over the last two years because neither, the AMSC, or the CNMI has a grant writer that can correctly complete and submit PSGP Investment Justifications.

Recommendation: Develop a 2018 investment justification that can address PSGP applications and the management of its funding.

Headquarters or Local Issue: Local

Guam AMSC

Challenge: UAS protection.

Description: A lack over water protection and ability to identify the use of drones flying over navigable waters of the Sector Guam Area of operations or Commercial Ports of Guam and the Commonwealth of Northern Marianas Islands.

Recommendation: The request for Drone/Anti Drone devices for the commercial ports via PSGP.

Headquarters or Local Issue: Local

Challenge: PSGP maintenance requests.

Description: The service contract for the mobile x-ray machine acquired via 2014 PSGP funding will expire in March of 2018. Without the mobile x-ray machine, Guam customs will have to regress back to manually inspecting in-bound containers or using hand wands to detect contraband, weapons, or other illegal items in the containers.

Recommendation: Develop an investment justification to secure 2018 PSGP funding for the service contract for the mobile x-ray machine.

Headquarters or Local Issue: Local

Hawaii and American Samoa AMSC

Challenge: Alternative lay-down areas (cargo discharge and storage areas) after a port disruption.

Description: Identifying an appropriate lay-down area for storing and distributing cargo containers offloaded at JBPHH is essential to the viability of the Alternate Port Initiative. Although Kalaeloa Barbers Point Harbor (KBPH) and Aloha Stadium were identified as possible lay-down sites during the 2016 Laydown Area Exercise, relative distance from JBPHH and the Honolulu city center (KBPH) and needed improvements/availability (Aloha Stadium) make it impractical for use in several post-disaster scenarios where roads are likely to be blocked by debris.

Recommendation: The State of Hawaii should continue efforts to improve and/or secure lay-down areas. The Hawaii Emergency Management Agency and Hawaii Department of Transportation (Harbors and Highways Divisions) collectively possess the critical resources, authority, and jurisdiction in effectively managing this issue.

The State of Hawaii has recognized the importance of the marine transportation system and attempted to exercise Port Restoration during last year's 2017 Makani Pahili hurricane exercise. National-level support for selecting/improving laydown areas for alternate port operations is critical.

Headquarters or Local Issue: Local

Challenge: Disaster relief funding for cyber incidents.

Description: It is unclear whether the Stafford Act or other legislative funding mechanisms are available to state and local governments to respond to a cyber-attack or respond to the impacts of a cyber-attack.

Recommendation: COMDT: FEMA and DHS counsel should determine Interpretation of the applicability of the Stafford Act to a cyber-attack. Recommend a legal opinion be crafted to determine the Stafford Act applicability.

Headquarters or Local Issue: HQ/DHS

Prince William Sound AMSC

Challenge: Geographical diversity and support funds.

Description: Having various Tribal Villages and the city of Cordova geographically separated from Valdez makes it difficult to include the entire community in training, exercises and outreach.

Recommendation: Provide AMS Program money to assist the AMSCs in performing outreach to the entire AOR.

Headquarters or Local Issue: HQ

Southeast Alaska AMSC

Challenge: Alternative means to reach vast remote geographic areas.

Description: Travel: With a large and remote geographic area, funding for member travel is limited. Sector Juneau makes extensive use of conference calling and virtual meetings; the inclusion of port security committee visits to each port twice a year is critical to ensure that all partners feel their concerns are heard.

Recommendation: Continue to visit communities via the PSSC subcommittee.

Headquarters or Local Issue: Local

Challenge: Compatible VTC systems.

Description: AMSC does not have a compatible VTC system to communicate with our remote EOCs.

Recommendation: None.

Headquarters or Local Issue: Both

Challenge: Homeport 2.0 usability.

Description: Homeport remains limited in capability after the scheduled upgrade.

Recommendation: None.

Headquarters or Local Issue: HQ

Challenge: Establish MOU due to compatibility of USCG Video Teleconferencing (VTC).

Description: Currently the Sector VTC system is not compatible with the VTC systems located in our city EOCs. Travel costs in Southeast Alaska, only possible by air or ferry, exacerbate the need to be able to conduct meetings via VTC.

Recommendation: Sector Juneau is working on establishing an MOU with the local EOC, library, and college campus to use their VTC systems to conduct meetings.

Headquarters or Local Issue: Local

Western Alaska AMSC

Challenge: Budget constraints.

Description: Economic conditions in the State, along with budget and travel funding declines, will continue to challenge the ability of government partners at the Federal, State, Local levels to support collaboration on maritime security initiatives and to coordinate MTS protection and recovery.

Recommendation: Western Alaska (WA) AMSC members will continue to utilize imaginative approaches and cooperative interagency programs as alternative methods to enhance and maintain partnerships.

Headquarters or Local Issue: Local

Challenge: Pending U.S. Arctic port.

Description: In early 2018, officials announced the resurrection of a project to study the development a deep-water U.S. Arctic port in the Western Alaska AOR.

Recommendation: WAAMSC member agencies will most likely be involved in the study project and will work to ensure any maritime security related issues are resolved.

Headquarters or Local Issue: Both